



		NTSB ID: MIA00LA241		Aircraft Registration Number: N6292	
		Occurrence Date: 08/18/2000		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place PUNTA GORDA		State FL	Zip Code 33950	Local Time 1910	Time Zone EDT
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:			
Aircraft Information Summary					
Aircraft Manufacturer Burgess		Model/Series AIR COMMAND /AIR COMMAN		Type of Aircraft Unknown	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On August 18, 2000, at about 1910 eastern daylight time, a Burgess Air Command 432, N6292, registered to a private owner, operating as a 14 CFR Part 91 personal flight, crashed while maneuvering in the vicinity of Punta Gorda, Florida. Visual meteorological conditions prevailed and no flight plan was filed. The rotorcraft was destroyed. The recreational pilot was fatally injured. The flight originated from Punta Gorda at an undetermined time.</p> <p>Witnesses stated they observed the aircraft flying overhead at a low altitude, and it was observed doing some abrupt maneuvers. A witness stated, "It looked like he was trying to do a trick." The engine was under power the entire time. Additional witnesses stated they observed the nose pitch up about 90 degrees, the aircraft banked 90 degrees to the left, went inverted, and fell out of the sky. Another witness who was located at her home with her daughter stated they saw the aircraft flying overhead at a low altitude. "Next thing I saw him do like a donut (go upside down) then it went straight into my trees and hit the power." (For additional information see Charlotte County Sheriff's Office/Punta Gorda, Florida, Incident/Offense Report, an attachment to this report.)</p> <p>The original builder of the gyroplane plane stated he sold the aircraft to an individual in Fort Myers, Florida. The new owner sold the aircraft to the deceased pilot. The builder of the aircraft stated, "On Wednesday, August 17, while driving, I observed the gyro flying over a residential area at low altitude and doing radical maneuvers. The gyro was making steep turns and diving at the ground then doing steep pull-ups. I had planned on calling Jim when I got back in town on Saturday to discuss his flying with him regarding this incident. His crashed happened on Friday before I returned. Upon discussing this accident with other members of our local gyroplane club, I was made aware of several incidents of unsafe flying that Jim had been witnessed doing. He had been warned several times about flying too low and maneuvering too close to the ground."</p> <p>Attempts to locate the pilot logbook and aircraft logbooks by the FAA were uneventful. Review of airman records on file with the FAA in Oklahoma City, Oklahoma, revealed the pilot was issued a recreational pilot certificate on June 20, 1993, with rating for airplane single engine land. He held a third class medical certificate with no restrictions issued on June 7, 2000 with no restrictions. No determination of total airman flight time could be made. According to the builder of the gyroplane, the deceased pilot's brother indicated the deceased pilot was an accomplished aerobatic pilot.</p> <p>The wreckage of N6292 was located in the vicinity of 29290 Leah Road Punta Gorda, Florida. Examination of the wreckage revealed the aircraft had collided with power lines and a fence during the crash sequence. There was no evidence of a precrash mechanical failure or malfunction of the airframe, flight controls, or engine assembly. (For additional information see FAA Inspector statement, an attachment to this report.)</p>					
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Narrative (Continued)		
<p>Dr. Sajid Qaiser, Associate Medical Examiner, District 22, Port Charlotte, Florida conducted postmortem examination of the pilot, on August 21, 2000. The cause of death was multiple injuries. The Forensic Toxicology Research Section, Federal Aviation Administration, and Oklahoma City, Oklahoma performed postmortem toxicology of specimens from the pilot. These studies were negative for carbon monoxide and cyanide. Ethanol 20 (mg/dl, mg/hg) was detected in the blood, 35 (mg/dl, mg/hg) was detected in the brain, 58 (mg/dl, mg/hg) in the urine. Acetaldehyde (18 mg/dl, mg/hg) was detected in the urine, phenylpropanolamine, ephedrine, and pseudoephedrine was detected in the urine.</p>		
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Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Approach/Arrival Flown: NONE					
VFR Approach/Landing: None					
Aircraft Information					
Aircraft Manufacturer Burgess		Model/Series AIR COMMAND /AIR COMMAN		Serial Number 6292	
Airworthiness Certificate(s): Experimental (Special)					
Landing Gear Type: Tailwheel					
Amateur Built Acft? Yes	Number of Seats:	Certified Max Gross Wt. LBS		Number of Engines: 1	
Engine Type: Unknown	Engine Manufacturer:		Model/Series:	Rated Power:	
- Aircraft Inspection Information					
Type of Last Inspection Unknown	Date of Last Inspection	Time Since Last Inspection Hours		Airframe Total Time Hours	
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type No	ELT Operated?	ELT Aided in Locating Accident Site?			
Owner/Operator Information					
Registered Aircraft Owner JOSEPH H. BURGESS		Street Address 6292 MORGAN LANE			
		City FORT MYERS	State FL	Zip Code 33912	
Operator of Aircraft JAMES V. AURANDT		Street Address 24376 BUCCANEER BLVD			
		City PUNTA GORDA	State FL	Zip Code 33955	
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Personal					
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First Pilot Information																																																																																																
Name		City		State	Date of Birth	Age																																																																																										
On File		On File		On File	On File	32																																																																																										
Sex: M	Seat Occupied: Front	Occupational Pilot? Business		Certificate Number: On File																																																																																												
Certificate(s):																																																																																																
Airplane Rating(s): Single-engine Land																																																																																																
Rotorcraft/Glider/LTA: None																																																																																																
Instrument Rating(s): None																																																																																																
Instructor Rating(s): None																																																																																																
Current Biennial Flight Review?																																																																																																
Medical Cert.: Class 3		Medical Cert. Status: Valid Medical--no waivers/lim.		Date of Last Medical Exam: 06/2000																																																																																												
<table border="1"> <thead> <tr> <th rowspan="2">- Flight Time Matrix</th> <th rowspan="2">All A/C</th> <th rowspan="2">This Make and Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multi-Engine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> </thead> <tbody> <tr><td>Total Time</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Pilot In Command(PIC)</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Instructor</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Instruction Received</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Last 90 Days</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Last 30 Days</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>Last 24 Hours</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr> </tbody> </table>							- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time											Pilot In Command(PIC)											Instructor											Instruction Received											Last 90 Days											Last 30 Days											Last 24 Hours										
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Seatbelt Used? Yes		Shoulder Harness Used? No		Toxicology Performed? Yes		Second Pilot? No																																																																																										
Flight Plan/Itinerary																																																																																																
Type of Flight Plan Filed: None																																																																																																
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Destination		State	Airport Identifier																																																																																													
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Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
PGD	1853	EDT	27 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Clear				0 Ft. AGL	Condition of Light: Day
Lowest Ceiling: None			0 Ft. AGL	Visibility: 10 SM	Altimeter: 30.00 "Hg
Temperature: 36 °C		Dew Point: 19 °C		Weather Conditions at Accident Site: Visual Conditions	
Wind Direction:		Wind Speed:		Wind Gusts:	
Visibility (RVR): 0 Ft.		Visibility (RVV) 0 SM			
Precip and/or Obscuration:					

Accident Information					
Aircraft Damage: Destroyed		Aircraft Fire: None		Aircraft Explosion: None	

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL	
First Pilot	1				1	
Second Pilot						
Student Pilot						
Flight Instructor						
Check Pilot						
Flight Engineer						
Cabin Attendants						
Other Crew						
Passengers						
- TOTAL ABOARD -	1				1	
Other Ground	0	0	0		0	
- GRAND TOTAL -	1	0	0		1	

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Administrative Information		
Investigator-In-Charge (IIC) CARROL A. SMITH		
Additional Persons Participating in This Accident/Incident Investigation: PAUL E KAHLER TAMPA, FL		
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